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PUBLIC SERVICE
COMMISSION

March 11, 2011

Director of Engineering
Kentucky Public Service Commission
P.O. Box 615
Frankfort, KY 40602

To whom it may concern,

Enclosed you will find South Kentucky RECC's 2010 Reliability Report. This is being sent to fulfill the requirements of case number 2006-00494.

Sincerely,

A handwritten signature in black ink that reads 'Kevin Newton'. The signature is written in a cursive style with a large, sweeping 'K' and 'N'.

Kevin Newton
Engineering Team Leader

KENTUCKY PUBLIC SERVICE COMMISSION

Electric Distribution Utility Annual Reliability Report

SECTION 1: CONTACT INFORMATION

UTILITY NAME	1.1	South Kentucky RECC
REPORT PREPARED BY	1.2	Kevin Newton
E-MAIL ADDRESS OF PREPARER	1.3	knewton@skrecc.com
PHONE NUMBER OF PREPARER	1.4	(606)678-4121

SECTION 2: REPORT YEAR

CALENDAR YEAR OF REPORT	2.1	2010
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SECTION 3: MAJOR EVENT DAYS

	T _{MED}	3.1	18.74 minutes per consumer
FIRST DATE USED TO DETERMINE T _{MED}		3.2	1-Jan-06
LAST DATE USED TO DETERMINE T _{MED}		3.3	31-Dec-10
NUMBER OF MED IN REPORT YEAR		3.4	1

NOTE: Per IEEE 1366 T_{MED} should be calculated using the daily SAIDI values for the five prior years. If five years of data are not available, then utilities should use what is available until five years are accumulated.

SECTION 4: SYSTEM RELIABILITY RESULTS

Excluding MED

SAIDI	4.1	162.6
SAIFI	4.2	1.7343
CAIDI	4.3	93.44

Including MED (Optional)

SAIDI	4.4	193.74
SAIFI	4.5	2.0529
CAIDI	4.6	91.91

Notes:

- 1) All duration indices (SAIDI, CAIDI) are to be reported in units of minutes.
- 2) Reports are due on the first business day of April of each year
- 3) Reports cover the calendar year ending in the December before the reports are due.
- 4) IEEE 1366 (latest version) is used to define SAIDI, SAIFI, CAIDI, and T_{MED}

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SECTION 5: OUTAGE CAUSE CATEGORIES

Excluding MED

CAUSE CODE DESCRIPTION	SAIDI VALUE	CAUSE CODE DESCRIPTION	SAIFI VALUE	
Trees	5.1.1	5111.9	5.2.1	57.30
Source	5.1.2	1645.1	5.2.2	24.78
Lightning	5.1.3	1611.4	5.2.3	22.57
Car Hit Pole	5.1.4	1468.6	5.2.4	22.55
Unknown	5.1.5	1466.4	5.2.5	16.97
Broke Pole	5.1.6	1251.8	5.2.6	9.76
Planned	5.1.7	1201.5	5.2.7	9.18
Line Down	5.1.8	916.8	5.2.8	8.26
Wind	5.1.9	615.4	5.2.9	5.30
Equipment Failure	5.1.10	558	5.2.10	5.28

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SECTION 6: WORST PERFORMING CIRCUITS

CIRCUIT IDENTIFIER		SAIDI VALUE	MAJOR OUTAGE CATEGORY
SBS_2302	6.1.1	730.2043	Trees
SBS_3104	6.1.2	627.9407	Trees
SBS_3103	6.1.3	542.4142	Trees
SBS_3904	6.1.4	475.2142	Wind
SBS_0401	6.1.5	470.0284	Lightning
SBS_0701	6.1.6	457.2854	Broke Pole
SBS_3703	6.1.7	429.0924	Trees
SBS_3405	6.1.8	388.3823	Line Down
SBS_0604	6.1.9	379.7230	Car Hit Pole
SBS_1904	6.1.10	365.9299	Car Hit Pole

CIRCUIT IDENTIFIER		SAIFI VALUE	MAJOR OUTAGE CATEGORY
SBS_2302	6.2.1	9.6000	Trees
SBS_1101	6.2.2	6.0545	Trees
SBS_0401	6.2.3	5.9301	Lightning
SBS_3104	6.2.4	5.2141	Trees
SBS_2703	6.2.5	5.0410	Trees
SBS_0302	6.2.6	4.7649	Planned
SBS_3103	6.2.7	4.4916	Trees
SBS_3405	6.2.8	4.1254	Line Down
SBS_2804	6.2.9	4.0286	Squirrel
SBS_1904	6.2.10	3.7902	Unknown

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Additional pages may be attached as necessary

SECTION 7: VEGETATION MANAGEMENT PLAN REVIEW

Evaluation of the 2010 VMP

Introduction:

In 2010 SKRECC had a formally written VMP that was prepared in 2007. In prior years it did not have a formerly written plan; however, it did have established goals and objectives that were being monitored and administered by the Right-of-Way Team Leader.

Bushhogging:

In 2010 the cooperative did not perform any bush hogging. We increased the number of miles of herbicidal spraying, which we feel is more effective.

Herbicidal Spraying:

For the year of 2010 we accomplished all of the herbicide spraying that was planned for. This was approximately 908 miles on 28 circuits.

Cycle Trimming:

For the standard trimming cycle work the cooperative planned to trim 19 circuits for the year. We completed those circuits or approximately 838 miles of this work.

Other Trimming and Cutting:

In 2010 we built to 996 new members, and this amounted to 8 miles of new overhead distribution line clearing. We were able to take care of the clearing for all these new lines.

Along with the above mentioned work, we were able to complete 1,606 individual work-orders for trimming and other right-of-way work at various locations across the system. These were primarily places near the member's homes that included yard trees or other special situations, but included the full range of right-of-way work that is typical for a rural electric system.

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Conclusions:

At the end of 2010 we were very close to being on schedule for all of our planned right-of-way work. We feel that our Right-of-Way plan was implemented well, but we will continue to look for ways to improve in both cost containment and effectiveness of methods. We are evaluating the data that is contained in the annual reliability report to the PSC and will consider the worst performing circuits to see if any changes in our right-of-way plans are needed to help improve reliability on those circuits.

SECTION 8: UTILITY COMMENTS

South Kentucky RECC's worst performing circuits were typically rural circuits with tree lined right of ways. The vast majority of the ranking circuits show TREES as the prominent cause of the outages. This holds true for both the frequency of outages (SAIFI list) and the duration of the outage (SAIDI list). We would also note that many of the outages that are categorized as TREES are outages that occurred during storms. The category is picked by the dispatcher with the assistance of the crew working the outage. During busy times the category may be picked without getting information from the field, and TREES may be picked when the outage may more accurately be identified as WIND or LIGHTNING. Many of the outages during storms are off right of way trees. We have very few outages caused by trees brushing the line. Trees brushing the line are much more likely to cause flicker or dimming and present safety issues for the public. We feel we are on a good cycle for trimming and the fact that TREES shows up as the cause so frequently is not a reflection on our VMP, but rather a result of the number of miles of line we have that is in tree lined right of ways.